

CHURCH-BUILDING INTELLIGENCE, &c.

Re-Consecration of Saint Mary's Church, Dover.—On Tuesday, Oct. 1, this church was re-consecrated by his Grace the Archbishop of Canterbury—the restoration (or rebuilding) and extension of the sacred edifice having rendered the ceremony necessary. The Rev. B. Harrison, the chaplain of the archbishop, preached the sermon, and took occasion to observe that the venerable fabric, the oldest portion of which still remained, had been restored—he might say rebuilt. It was originally erected about the time of the Norman Conquest, with that solidity which characterizes edifices of that period, and about 150 years subsequent had been enlarged, and broader and larger arches of a later period erected, which in like manner had been restored. The work now effected had been executed with much elegance, while the space had been made more available, and would admit of the accommodation of a larger number of worshippers. By the pulling down of the necessary portions, the whole edifice had been endangered, which rendered the rebuilding of the external wall necessary. The increasing population of the parish, and the augmented numbers of visitors, called for the enlargement of church accommodation; and these objects had been accomplished at a cost which would fall little short of 6,000*l.* The original estimate did not exceed 4,650*l.*, which is more than covered by the amount already received, that being 4,650*l.*—of which 1,600*l.* was raised by a parochial loan, 500*l.* received from the Incorporated Church-Building Society, and the remainder by individual subscription. An additional expenditure of 1,000*l.* had been necessary to gain a secure foundation.

St. Clement's Church.—A short time since, says the *Cornwall Gazette*, as Mr. W. Pearce, statuary of Truro, was removing a portion of the plaster on the north side of this church, for the erection of a tablet, he came upon a curious old fresco painting, rudely executed, about 12 feet by 10 feet, inclosed in a quatrefoil border. The colours were well preserved. The principal figure is recumbent, and he holds in his right hand a palm branch. By his side stands a female figure, in royal ermine robe, and holding a globe and cross. Beneath is an antique ship, with quaint high forecastle and poop, and around it are sporting a number of mermaids and dolphins. In the upper part of the painting are some rude representations of churches, and at the open entrance of one of them is shown a man pulling a bell in the steeple, by means of a leverage somewhat similar to that by which we see our smiths' bellows now worked. The whole painting exhibits a thorough disregard of proportion, grouping, and perspective. It is conjectured that the design of the painting was to commemorate the return of Admiral Hawkins, of Trewithan, in the adjoining parish of Probus, one of the commanders of the English fleet which conquered the "Invincible" Armada; with Queen Elizabeth welcoming him home, and his countrymen also testifying their joy at his return. A portion of the painting is still open to inspection; and a coloured sketch of part of it has been made by an artist, Mr. Philip Mitchell.

Bristol Cathedral.—The alterations so frequently made in parish churches by churchwardens have often been subjects of severe and just complaint. In cathedrals, which are presided over by an enlightened corporate body, we do not expect to find alterations made of a mean and shabby character. In our cathedral, however, we have just seen a re-modelling of some of the seats near the pulpit, which has surprised and grieved us; by whom ordered it is not for us to inquire. Several pews have been removed, and open seats substituted; but instead of being constructed of oak, like the handsome carved specimens around them, they are made of common deal; they are, too, literally *sittings*, no kneeling-places being attached to them. The pulpit-stairs, also, hitherto in the north aisle—a locality most convenient to the officiating clergymen, have been very injudiciously removed into the choir, greatly abridging the seat-room, and presenting an unsightly appearance. The recumbent stone figure of Bishop Paul Bushe, which has survived the violence of the Cromwellian troops, has been inclosed in a glass case, and is now visible from the choir.—*Bristol Journal*.

New Church at Wood Green, Tottenham.

On Thursday, October 3, the new church at Wood-green, in the parish of Tottenham, was consecrated by the Lord Bishop of London. This interesting ceremony was witnessed by about 30 of the neighbouring clergy, and a very full attendance of the founders of the church. The hamlet of Wood-green contains a population of about 400, and the church affords accommodation for about half that number. It is of the Early English style, and has been constructed from a design and under the superintendence of Messrs. Scott and Moffatt. It is entirely of stone, Kentish rag, dressed with Broomhill stone. The pulpit and font have been elegantly carved in Painswick stone by Mr. Cox, of Oxford. The roof is open. The history of the building of this little church may afford an useful lesson to building committees engaged in any similar undertaking. For some time it had been contemplated to make some provision for the spiritual good of Wood-green; but the resources of the hamlet were clearly not equal to the expense of building a church. An appeal, however, was made to the parish generally. The intention set forth was building a church, not on a niggardly and sparing principle, but of stone and in the best possible manner, and the result has been that assistance has been rendered, and that contributions, many of them anonymous, have come in from quarters whence they were least expected.—[The above particulars, though exaggerated, may not be altogether without interest.]

The chapel at Burton Constable, Yorkshire, is being splendidly decorated in lively colours and gold, from designs and under the direction of Taylor Bulmer, Esq. The ceiling is divided into compartments of ultra-marine, and powdered with stars, surrounded by a *bordure* of pure scarlet and gold. The pillars and rood are also richly gilt and coloured. The several niches are of a deep azure, powdered with *deur-de-lis*, having also a scarlet and gold band, with scriptures, &c. A very fine window of stained glass, originally from the Continent, and lately in the church at Tixal, has been placed at the end opposite the altar. The mullions are to be richly painted and gilt.—*Hull Packet*.

A subscription is set on foot for beautifying the Abbey Church at Ramsey. The sum of 2,000*l.* is still wanted, and about 400*l.* are already collected. A new organ is much desired by many.

New Church, Swadlincote.—Earl Howe, Lord Teignmouth, Sir Oswald Mosley, and Mr. Colvile, M.P., have given liberal donations towards the erection of a new church at Swadlincote, Derbyshire.

SOUTHERN NEW PIER.—The progress of this construction will be completed in the course of the ensuing spring or early in the summer. Its extraordinary length, stretching out as it does over the shallow bay a distance of a mile and a quarter, renders it an undertaking of much interest. The pier is chiefly supported on cast-iron piles, which are so placed as to lean considerably towards each other, so that when united by the cross-beams, and planking they have some of the properties of an arch, and present thereby a strong resistance to the pressure of the sea, which in stormy weather runs very high there. At first an attempt was made to drive these iron piles in the usual manner by the machine commonly called a "monkey." This process was abandoned in consequence of the metal splitting by the concussion. The piles are now fixed by "wriggling," their weight under an oscillatory motion serving to insinuate them into the soil so effectually, that it is found impossible to move them when fixed, and some difficulty has arisen in consequence of one or two not having been sloped inwards as originally intended. The necessity for the erection of this pier must be apparent to all who have landed at this little watering-place at any other time than the period of high water, for an awkward transit in clumsy flat-bottomed boats does not always serve to secure a landing, passengers being sometimes coolly requested to step out, and wade through the mud and water, at a depth of four or five inches. But cast-iron piles have hitherto decomposed in salt water.

RAILWAY INTELLIGENCE.

Egyptian Railway.—The project of still further facilitating the intercourse between Europe and India, by means of a railway across the Isthmus of Suez has been resumed, with the prospect of an early accomplishment. The consent of the Pacha of Egypt for the formation of this line was some time ago obtained by Mr. Galloway; but the premature death of that gentleman, after thirty miles of rails had been transmitted to the spot, put a stop to the undertaking. If it should now be completed, the saving of time in the overland journey will be twenty-four hours, and there is no doubt that it would be a source of increased wealth to the Pacha. The fact that from the commencement of the new year the mail to and from India will be fortnightly, instead of monthly, makes the project of greater value and importance.—*Railway Record*.

The direct Northern Railway from London to York, via Lincoln.—We have this week seen a plan of the above proposed line, for which Parliamentary plans, &c., are in the course of preparation, and will be brought forward early in the next session. The line, we believe, will commence near King's-cross, in the New-road, proceeding thence by Chipping Barnet, Biggleswade, St. Neot's, Huntingdon, near Peterborough and Market Deeping, by Stamford, to the west of Bourne, east of Grantham, west of Sleaford, and east of Newark, to Lincoln, and thence by Gainsborough, Thorne, South and Selby, to York; thus passing through a most densely populated district, connecting the north of England and Scotland with the metropolis, completing the whole distance in 180 miles.

Atmospheric Railway.—It has been propagated by the organs of this scheme, in opposition to what we stated, that the Great Western directors, who have been over to inspect the working of the Dalkey line, have returned highly satisfied with it. We can, on the best authority, give this a flat contradiction. They are not only not pleased with it, but displeased, we believe we can say to a man, as being all that we had described it.—*Herapath's Journal*.

Her Majesty's State Carriage on the Southampton Railway.—This splendid carriage is nearly completed, under the direction of Mr. Beattie; and it is confidently expected that the application of the patent Kamptulicon (or composition of cork and India rubber), under the carpet and between the framework and body of the carriage, will entirely prevent the unpleasant vibration inseparable in all railway travelling.

The Railway Act.—The new Act came into operation last Tuesday week; it compels all companies to provide third-class carriages with awnings, to protect passengers from the effects of bad weather.

WESTMINSTER IMPROVEMENTS.—Some of the inhabitants of Westminster having seen the plan for the proposed improvements, invited their neighbours to meet them last Tuesday week, to take them into consideration. They had been unable to obtain a copy of the plan, but, from what they had seen of it, reported that it was very nearly the same as that formerly projected and known as "Rigby Wason's line." The following are some of the principal defective points which it was agreed to lay before the Commissioners of Woods and Forests and the public:—By the proposed line Westminster Abbey, which ought to be thrown open to public view, is left as obscure as ever; instead of a direct line from Westminster Abbey to Pimlico, it is a curved street from Westminster Abbey to Vauxhall-bridge-road; it does not improve the approaches to the Palace, but diverges further from it every yard it proceeds; it leaves the sewerage of Westminster unimproved, and does not touch the bad lanes, courts, and alleys branching out of York-street in the neighbourhood of the Palace, which are a continual source of malaria and consequent fever. There were other strong points of objection to the proposed plan, but the foregoing were considered such radical defects, that it was thought it would only be necessary to call the attention of all parties concerned to them to insure its rejection; and a subscription was entered into and a committee formed to take the necessary steps to effect this.—*Times*.